

COMMUNITY PLANNING WORKSHOP

Saginaw/Oakland Corridor Study

Summary from the 09/04/2008 Workshop

PROJECT OVERVIEW

The workshop began with JJR giving a brief review of past workshops and update on where the process stands, followed by a Power Point presentation on the work performed since the last workshop, configurations considered, and summary of results for both the Land Use and Roadway portions of the project.

Following the Power Point presentation, a 20 minute question and answer session was held, where workshop participants were encouraged to ask questions or share ideas or comments on the results or process. During this portion of the workshop, input from participants was noted on a flip chart.

Finally, participants were asked to fill out a workshop questionnaire and were invited to stay for a “one-on-one open house” period where design team members would be available for individual conversations.

The majority of input from participants was collected during the question and answer session and from the workshop questionnaire. These are summarized below:

QUESTION AND COMMENTS

What are the costs of the different alternatives? (Total costs have not been computed, but an evaluation of relative costs between the two “build” alternatives has demonstrated that the road diet is more cost effective.)

Where will the funding come from? (The portion of the road to be impacted by future CSO project phases could be completed, at least in part, with CSO dollars. Other funding sources such as Enhancement programs will be considered.)

Was other growth outside of Lansing factored into the traffic analysis? (To a certain extent- Tri-county growth numbers were factored in, as well as growth from the redevelopment of the GM property in Lansing Township on the west side.)

Can the road diet alternative be done with bike lanes? (Yes, that is one of its primary attributes.)

The Saginaw/Fairview pedestrian light needs to be fixed for the safety of the students.

How will access be maintained to local businesses and residents during the CSO project? (Access will be managed to allow access to businesses to the extent possible)

Consideration should be given to adding bike lanes on residential streets rather than Oakland or Saginaw.

Some residents are concerned that changes will reduce traffic flow, and they don’t want to lose the major east/west corridor through town.

Any changes to the roadways needs to support business – keep volume of the road at current levels even if you road diet

Don’t want to lose tree margin if road needs to widen

What percent of existing travel time is a 3 to 4 minute increase? (About 25%)

QUESTIONNAIRE INPUT

59 questionnaires were submitted. Below are the answers and comments:

Question 1: Given the alternatives presented for the configuration of the Saginaw-Oakland corridor, which alternative do you prefer (circle one)?

Keep “as is” – 22.0% of people who turned in a survey chose this

One-way Road Diet – 71.2% of people who turned in a survey chose this

Two-way Conversion – 6.8% of people who turned in a survey chose this

Question 2: Why does the road configuration you prefer appeal to you?

Reasons generally given by those who chose one-way:

Opportunities for bikes and pedestrians (24)

Aesthetically superior/trees/green (23)

Cheaper, less ROW acquisition (12)

Best balance of objectives (10)

Keeps traffic flowing (5)

Safety (4)

Slows traffic (4)

Increases residential and business use or ease (5)

Preserves future options (2)

Less confusion (2)

Others: less asphalt, more context sensitive, most likely to be implemented, increased value, MDOT feasible, transit potential, City acceptance, speed of implementation

Reasons generally given by those who chose two-way conversion:

Slows traffic (2)

Other (1): Safety

Reasons generally given by those who chose “as-is”:

Safety (4)

Keep traffic flowing (3)

Fuel efficiency (3)

Convenience (3)

Travel time (2)

Change is too expensive (2)

Other (1 each): Afraid of blockage if one lane, too congested already

Question 3: Are there things that you would add or subtract from the plan that you prefer?

Generally from road diet supporters:

Include bike lanes (10)

Make sure to include aesthetic improvements (6)

Improve road quality (2)

Add bus pullouts and shelters (2)

Separated bike lanes (2)

Other (1 each): underground utilities, rain gardens/no curb, remember business needs, add parking

Generally from two-way supporters: none

Generally from “do nothing” supporters:

Use money on maintenance of roads and to fix existing pair (2)

Other (1): design grade separated bike paths off the roadways

Question 4: How much time delay would you be willing to accept to travel from the west edge of the City to the east edge in order to implement your preferred alternative (circle one)?

No delay is acceptable – 25.9%

0 to 3 minutes – 25.9%

3 to 5 minutes – 25.9%

5 to 10 minutes – 22.4%

Average delay acceptable is 3.1 minutes

Question 5: The concept land use plan presented will continue to be refined through the Design Lansing planning process.

What elements of the plan do you favor?

It seems that people were confused about the fact that this question asked about land use planning. Most people who answered about land use specifically answered:

Green space (10)

Mixed Use (6)

Other (1 each): urban options, riverside area plans, parking in rear

Are there elements of the plan you wish to be changed as the planning continues?

Again, some people didn't answer about the planning portion. Those who did answered:

Add bike master planning (2)

Other (1 each): take away single family portion, take away residential portion, keep enough space for future factory, increase park land, add low income housing, extend Sparrow improvement section further south, help homeowners improve the existing structures rather than add new ones

Question 6 (5): Do you consider yourself a (circle one)

Resident of a neighborhood near the corridor -- 41

Lansing resident living in another part of the City -- 4

Business owner along the corridor -- 9

Resident of a nearby community -- 3

Question 7 (6): How do you travel the corridor (circle the appropriate response(s))?

Typically as a thoroughfare to get through town -- 19

To get to my home, or an in-town business or job -- 42

Weekly -- 15

Daily -- 34

More than 4 trips a day -- 12

In my car -- 56

As a pedestrian -- 14

On a bicycle -- 14

On the bus -- 4

NEXT STEPS

Participants were thanked for their time and effort and told that summary information would be available through the Design Lansing website, and that the City would give some kind of an update once MDOT had reviewed the alternatives and further plans were being made, possibly through community meetings already planned for the CSO project.